

623  
4 i. a first catalyst adapted to be fed with engine exhaust gas  
and effective to promote oxidation of HC therein;

B1  
5 ii. a second catalyst adapted to be fed with the product of i  
6 and effective to promote oxidation of NO to NO<sub>2</sub>;

7 iii. a filter effective to collect soot and to retain it until  
8 combusted by said NO<sub>2</sub> and any O<sub>2</sub> left over after catalyst i and ii.

03 B1  
9 6. (Amended) Process according to claim 1, wherein the  
10 HC is in gaseous form.

04  
11 8. (Amended) Process according to claim 6 in which the  
12 gas leaving step/catalyst i undergoes cooling and then enters step/catalyst ii.

05  
13 9. (Amended) Process according to claim 6, further  
14 comprising providing an increased amount of combustible upstream of a first  
15 catalyst for effecting step i for increasing the temperature at which step i  
16 operates.

06  
17 11. (Amended) Process according to claim 6 in which a first  
18 catalyst for effecting step i has a very low light-off temperature for HC and  
19 CO oxidation.

07  
20 12. (Amended) A process according to claim 1, wherein the  
21 HC is absorbed on the soot.

08  
22 13. (Amended) Process according to claim 1 further  
23 comprising removing NO<sub>x</sub> downstream of soot combustion.

09  
24 14. (Amended) Process according to claim 13 wherein  
25 removing NO<sub>x</sub> uses a regenerable NO<sub>x</sub> absorber downstream of the  
26 collecting trap.

10  
27 16. (Amended) System for treating internal combustion  
28 engine gas containing O<sub>2</sub>, NO<sub>x</sub>, unburnt hydrocarbon ("HC"), CO and soot,  
29 comprising:

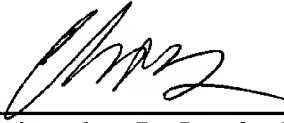
- 4 i. a first catalyst to receive engine exhaust and effective to  
5 promote oxidation of HC therein;  
6  
7 ii. a second catalyst receiving the product of the first  
8 catalyst and effective to promote oxidation of NO to  
9 NO<sub>2</sub>; and  
10  
11 iii. a filter effective to collect soot and to retain it until  
combusted by reaction with said NO<sub>2</sub> and, depending on  
conditions, any O<sub>2</sub> left over after the first catalyst.

19. (Amended) A diesel engine in combination with a  
system according to claim 16 connected to its exhaust.

Please add the following new claim:

25. (Newly Added) Process according to claim 1 wherein  
step i further comprises oxidising some NO to NO<sub>2</sub>.

Respectfully submitted,

  
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